

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CBP03

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of CincinnatiCODE# 061-15000DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09/16/03CONTACT: Curtis A. Hines PHONE # (513) 352 - 3462

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 352-1581 E-MAIL curtis.hines@cincinnati-oh.govPROJECT NAME: Columbia Parkway Widening, Delta Avenue to Tusculum Avenue

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
 (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 1,050,000
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 1,500,000 FUNDING REQUESTED: \$ 1,050,000

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 1,050,000 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

☐ State Capital Improvement Program☐ Small Government Program☒ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
 COUNTY ENGINEER
 2003 SEP 12 PM 2:56

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ /C _____

Local Participation _____ %

OPWC Participation _____ %

Project Release Date: ____/____/____

OPWC Approval: _____

APPROVED FUNDING: \$ _____

Loan Interest Rate: _____ %

Loan Term: _____ years

Maturity Date: _____

Date Approved: ____/____/____

SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:
(Round to Nearest Dollar)

TOTAL DOLLARS

FORCE ACCOUNT
DOLLARS

a.) Basic Engineering Services:

\$ _____ .00

Preliminary Design \$ _____ . 00

Final Design \$ _____ . 00

Bidding \$ _____ . 00

Construction Phase \$ _____ . 00

Additional Engineering Services

\$ _____ .00

*Identify services and costs below.

b.) Acquisition Expenses:

Land and/or Right-of-Way

\$ _____ .00

c.) Construction Costs:

\$ 1,363,636.00

d.) Equipment Purchased Directly:

\$ _____ .00

e.) Permits, Advertising, Legal:

(Or Interest Costs for Loan Assistance
Applications Only)

\$ _____ .00

f.) Construction Contingencies:

\$ 136,364.00

g.) TOTAL ESTIMATED COSTS:

\$ 1,500,000.00

*List Additional Engineering Services here:

Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	
b.) Local Revenues	\$ <u>150,000.00</u>	<u>10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	
ODOT	\$ <u> .00</u>	
Rural Development	\$ <u> .00</u>	
OEPA	\$ <u> .00</u>	
OWDA	\$ <u> .00</u>	
CDBG	\$ <u> .00</u>	
OTHER <u> MRF </u>	\$ <u>300,000.00</u>	<u>20%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>450,000.00</u>	<u>30%</u>
d.) OPWC Funds		
1. Grant	\$ <u>1,050,000.00</u>	
2. Loan	\$ <u> .00</u>	
3. Loan Assistance	\$ <u> .00</u>	
SUBTOTAL OPWC RESOURCES:	\$ <u>1,050,000.00</u>	<u>70%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>1,500,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
 STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Columbia Parkway Widening, Delta Avenue to Tusculum Avenue

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

On Columbia Parkway, S.R. 50, from Delta Avenue to Tusculum Avenue.

PROJECT ZIP CODE: 45226

B: PROJECT COMPONENTS:

Installing a new traffic signal at Hoge Avenue and widening Columbia Parkway from Delta Avenue to Tusculum Avenue to install left turn lanes at Hoge Avenue and Stanley Avenue. The work would include removal of existing pavement, curbs and sidewalk and construction of new full depth pavement, sidewalks, curbs and traffic signal. Acquisition of right-of-way. Reconstruction of stormwater inlets and connection pipes where needed.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The project length is approximately 1800 feet.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 24,113 Year: 2000 Projected ADT: _____ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$_____ Proposed Rate: \$

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 219,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ 1,421,100.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>10 / 01 / 03</u>	<u>08 / 31 / 04</u>
4.2 Bid Advertisement and Award:	<u>09 / 01 / 04</u>	<u>12 / 31 / 04</u>
4.3 Construction:	<u>01 / 01 / 05</u>	<u>12 / 31 / 05</u>
4.4 Right-of-Way/Land Acquisition:	<u>10 / 01 / 03</u>	<u>08 / 31 / 04</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	Timothy Riordan
	TITLE	Acting Deputy City Manager
	STREET	Room 104, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-2457
	FAX	(513) 352-2458
	E-MAIL	tim.riordan@cincinnati-oh.gov
5.2	CHIEF FINANCIAL OFFICER	William Moller
	TITLE	Director of Finance
	STREET	Room 250, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-6275
	FAX	(513) 352-2370
	E-MAIL	bill.moller@cincinnati-oh.gov
5.3	PROJECT MANAGER	Jay Gala, PE
	TITLE	Principal Public Works Construction Engineer
	STREET	Room 430, City Hall
		801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 352-3423
	FAX	(513) 352-1581
	E-MAIL	jay.gala@cincinnati-oh.gov

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

[] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Timothy Riordan, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

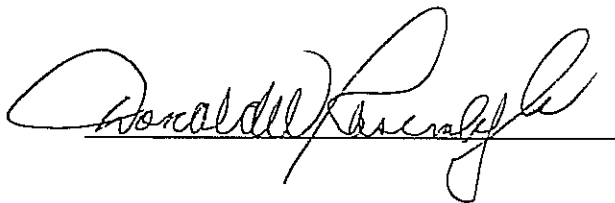
Timothy H. Riordan 9-10-03

Signature/Date Signed

September 12, 2003

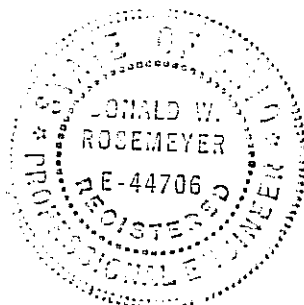
Subject: Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street rehabilitation is at least twenty (20) years.

A handwritten signature in black ink, appearing to read "Donald W. Rosemeyer", written over a horizontal line.

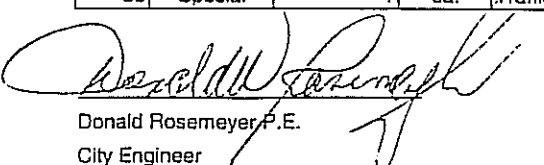
(seal)

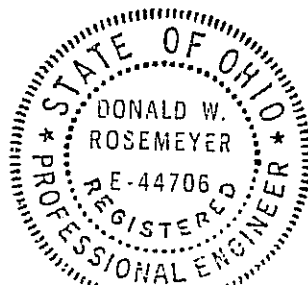
Donald W. Rosemeyer, P.E.
Acting City Engineer
City of Cincinnati



Columbia Parkway Improvements - Delta Avenue to Tusculum Avenue

REF.	ITEM NO.	TOTAL	UNIT	DESCRIPTION	EST. UNIT PRICE	ESTIMATED COST
1	103.05	Lump	Sum	Contract Bond		\$ 20,000
2	Special	6	ea.	Project Signs	\$ 352.00	\$ 2,112
3	201	Lump	Sum	Clearing and Grubbing	\$ 5,000.00	\$ 5,000
4	202	6500	s.y.	Concrete Pavement Removed	\$ 10.00	\$ 65,000
5	202	50	l.f.	Fence Removed	\$ 4.50	\$ 225
6	202	8	ea.	Inlet Abandoned	\$ 300.00	\$ 2,400
7	203	1000	c.y.	Embankment	\$ 10.00	\$ 10,000
8	203	2000	c.y.	Excavation not including embankment construction	\$ 25.00	\$ 50,000
9	203	8530	s.y.	Subgrade Compaction	\$ 2.00	\$ 17,060
10	203	60	hrs	Proof Rolling	\$ 60.00	\$ 3,600
11	205	25	tons	Special Fill Material	\$ 15.00	\$ 375
12	304	1600	c.y.	Aggregate Base	\$ 25.00	\$ 40,000
13	448	400	c.y.	Asphalt Concrete Intermediate Course, Type 1	\$ 80.00	\$ 32,000
14	448	400	c.y.	Asphalt Concrete Surface Course, Type 1H	\$ 80.00	\$ 32,000
15	452	300	s.y.	11" Plain Concrete Pavement	\$ 40.00	\$ 12,000
16	452	8300	s.y.	9" Plain Concrete Pavement	\$ 40.00	\$ 332,000
17	602	10	c.y.	Brick Masonry	\$ 250.00	\$ 2,500
18	603	30	l.f.	3" Conduit, Type "G"	\$ 15.00	\$ 450
19	603	50	l.f.	12" Conduit, Type B	\$ 50.00	\$ 2,500
20	603	50	l.f.	24" Conduit, Type "B"	\$ 100.00	\$ 5,000
21	603	350	l.f.	36" Conduit, Type "B"	\$ 200.00	\$ 70,000
22	Special	50	l.f.	Connection Pipe Cleaned	\$ 20.00	\$ 1,000
23	604	2	ea.	Manhole Adjusted to Grade With Adjusting Rings	\$ 50.00	\$ 100
24	604	20	ea.	Manhole Adjusted to Grade Without Adjusting Rings	\$ 350.00	\$ 7,000
25	604	2	ea.	Valve Chambers Adjust With Adjusting Rings	\$ 200.00	\$ 400
26	604	10	ea.	Valve Chambers Adjust Without Adjusting Rings	\$ 350.00	\$ 3,500
27	604	2	ea.	SGI Adjusted to Grade With Inlet Riser	\$ 150.00	\$ 300
28	604	2	ea.	DGI/CI Adjusted to Grade With Inlet Riser	\$ 175.00	\$ 350
29	604	5	ea.	SGI Adjusted to Grade	\$ 300.00	\$ 1,500
30	604	8	ea.	DGI/CI Adjusted to Grade	\$ 350.00	\$ 2,800
31	604	8	ea.	DGI/CI Repaired and Adjusted to Grade	\$ 400.00	\$ 3,200
32	604	2	ea.	Inlets Repaired (Ditch or Curb)	\$ 300.00	\$ 600
33	604	8	ea.	Inlet Grates	\$ 100.00	\$ 800
34	604	10	ea.	Double Gutter Inlet (DGI)	\$ 3,000.00	\$ 30,000
35	605	2500	l.f.	4" Shallow Pipe Underdrain	\$ 8.00	\$ 20,000
36	606	4	ea.	Anchor Assembly, Type T	\$ 750.00	\$ 3,000
37	606	200	l.f.	Guardrail, Type 5	\$ 25.00	\$ 5,000
38	607	200	l.f.	Fence, Type CL	\$ 30.00	\$ 6,000
39	608	12	ea.	Curb Ramp, Type 1	\$ 500.00	\$ 6,000
40	608	12000	s.f.	Concrete Walk, 5 inches	\$ 5.00	\$ 60,000
41	609	2400	l.f.	Concrete Curb Integral with Concrete Pavement, Type B-1	\$ 20.00	\$ 48,000
42	612	1600	s.y.	Traffic Islands concrete	\$ 20.00	\$ 32,000
43	Special	1	ea.	Seeding and Mulching with Topsoil	\$ 50,000.00	\$ 50,000
44	614	100	hrs	Law Enforcement Officer with Patrol Car	\$ 50.00	\$ 5,000
45	614	Lump	Sum	Maintaining Traffic		\$ 75,000
46	616	10	mgal	Water (Dust Control)	\$ 4.90	\$ 49
47	619	Lump	Sum	Field Office, Type A		\$ 5,000
48	627	2000	s.f.	Concrete Driveway	\$ 5.00	\$ 10,000
49	628	490	l.f.	Sawing Concrete	\$ 2.50	\$ 1,225
50	659	1000	s.y.	Seeding and Mulching with Topsoil	\$ 4.00	\$ 4,000
51	712.09	8530	s.y.	Geotextile Fabric, Type D	\$ 3.00	\$ 25,590
52	1125	10	ea.	Reset Existing Valve Box Complete	\$ 150.00	\$ 1,500
53	Special	2	ea.	Furnishing Valve Box Casting	\$ 50.00	\$ 100
54	1132	2	ea.	Resetting Existing Curb and Roadway Boxes	\$ 200.00	\$ 400
55	Special	2	ea.	Traffic signals	\$ 100,000.00	\$ 200,000
56	Special	1	ea.	Traffic signs and striping	\$ 50,000.00	\$ 50,000


 Donald Rosemeyer P.E.
 City Engineer
 City of Cincinnati



Total Construction Cost: \$1,363,636
 Contingencies: \$136,364
TOTAL ESTIMATED COST: \$1,500,000

City of Cincinnati



Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

William E. Moller
Director

September 12, 2003

Mr. Lawrence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 2004 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following 2004 SCIP/LTIP Projects (Round 18 Funding) are recommended by the City Manager for funding in the City's 2004 Capital Improvement Program:

STREET REHABILITATION PROJECTS

Central Parkway – Plum Street to Broadway
Gilbert Avenue / Montgomery Road – Elsinore to Brewster
Madison Road – Brotherton to Edwards
M.L. King Drive – Clifton Avenue to Central Parkway
Vine Street – Central Parkway to McMicken
Vine Street – Erkenbrecher to Mitchell

STREET IMPROVEMENT PROJECTS

Colerain Avenue and Blue Rock Street Improvement
Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue
Red Bank Expressway / Duck Creek Road Improvement

STREET IMPROVEMENT AND REHABILITATION PROJECT

River Road Improvement and Rehabilitation – Dart Street to Illinois Avenue

The local matching funds for these projects are coming from Street Improvement Bonds and from Cincinnati Southern Railway lease proceeds. Additional match funds are expected from the Municipal Road Fund and the Ohio Department of Development.

If you have any questions or need additional information regarding these projects, please contact me at 513-352-6275.

Sincerely,

A handwritten signature in black ink, appearing to read "William E. Moller". The signature is fluid and cursive, with the first name "William" and last name "Moller" clearly distinguishable.

William Moller
Director of Finance

cc: T. Riordan, Asst. City Manager
C. Sigman, Budget
D. Campbell, Budget
E. Enabnit, Transportation & Engineering
D. Rosemeyer, Engineering
J. Vogel, Engineering
J. Buttner, Engineering
J. Flading, Engineering
G. Long, Engineering
C. Ertel, Engineering
C. Hines, Engineering
D. Cline, Engineering
Adm. Files
Eng. Div. File

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0351-2003 passed by the Council of the City of Cincinnati at their session on October 22, 2003 entitled:

ORDINANCE, (EMERGENCY) submitted by Valerie A. Lemmie, City Manager on 10/15/2003, authorized the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

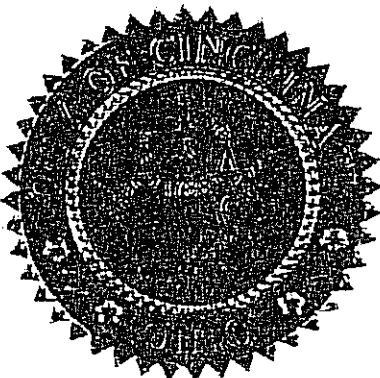
IN TESTIMONY WHEREOF I have

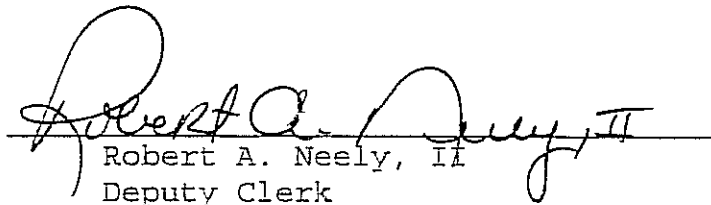
hereunto set my name and affixed

the seal of the Clerk of Council

Office this 28th day of

October in the year Two Thousand and Three.




Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati
An Ordinance No. 351

[Handwritten signature]

-2003

AUTHORIZING the City Manager to apply for and accept street rehabilitation and street improvement funding grants, loans and loan assistance from the State of Ohio, Ohio Public Works Commission, in the approximate amount of \$11,250,600, and to execute any agreements necessary for the receipt and administration of said grants and loans.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required \$2,633,957 in matching City funds for Program Year 2004, for six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one (1) loan assistance application, namely Infrastructure Rehabilitation Bonds; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loans, and loan assistance in the approximate amount of \$11,250,600 for funding six (6) street rehabilitation projects, namely Central Parkway, Gilbert Avenue/Montgomery Road, Madison Road, M.L. King Drive, Vine Street (Central Parkway to McMicken) and Vine Street (Erkenbrecher to Mitchell); four (4) street improvement projects, namely Colerain Avenue/Blue Rock Road; Columbia Parkway, Kirby Road, and Red Bank Road/Duck Creek Road; one (1) street rehabilitation/improvement project, namely River Road; and one loan assistance application, namely Infrastructure Rehabilitation Bonds, and to accept such grants and loans at an interest rate acceptable to the City of Cincinnati Director of Finance if awarded by the Ohio Public Works Commission.

Section 2. That the City Manager is hereby authorized to execute such agreements and other documents as are required by the State for receipt and administration of the above grants and loans.

Section 3. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, welfare and safety and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to comply with critical application deadlines and to ensure that funding mechanisms for the proper implementation are in place at the earliest possible time.

Passed October 22, 2003

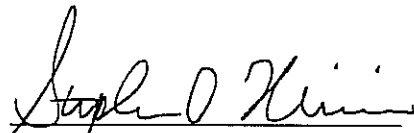
Attest *[Signature]*
Clerk

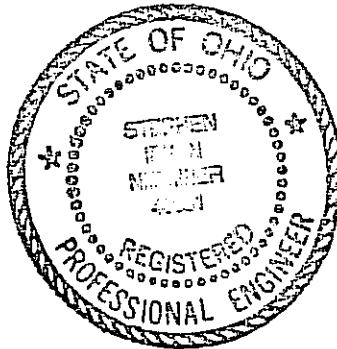
[Signature]
Mayor

I HEREBY CERTIFY THAT ORDINANCE NO. 351-2003
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-4-2003
[Signature]
Clerk of Council

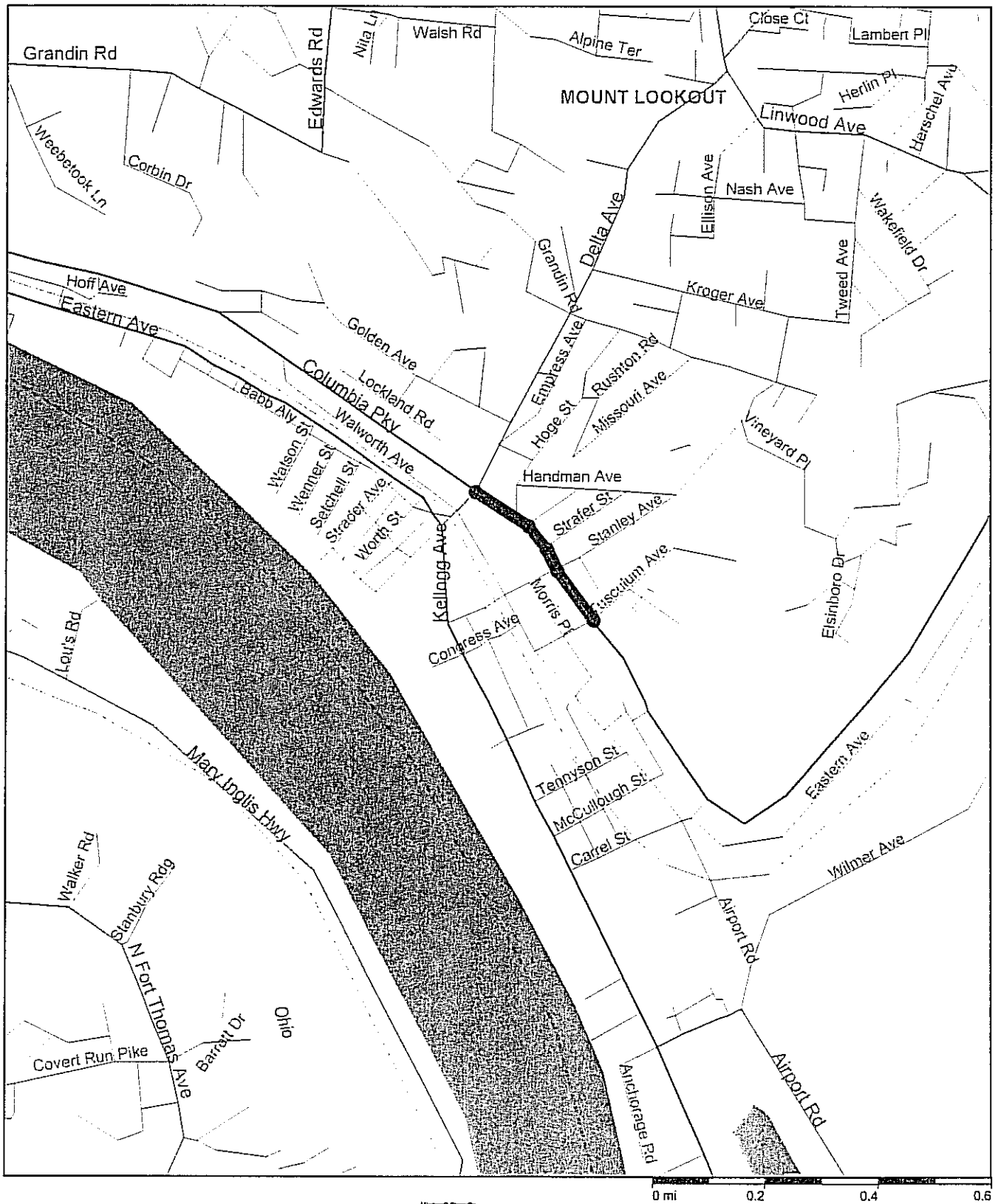
CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the Columbia Parkway Improvement – Delta Avenue to Tusculum Avenue project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.


Stephen I. Niemeier, P.E.
Supervising Engineer



Columbia Parkway Improvement Delta Avenue to Tusculum Avenue



Streets98

COLUMBIA PARKWAY IMPROVEMENTS -- DELTA AVENUE TO TUSCULUM AVENUE



ADDITIONAL SUPPORT INFORMATION

COLUMBIA PARKWAY IMPROVEMENTS – DELTA AVE. TO TUSCULUM AVE.

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES X NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The pavement on Columbia Parkway from Delta Avenue to Tusculum Avenue is in Very Poor physical condition. Along with severe cracking, signs of base failure are evident and the pavement will require extensive rehabilitation to maintain integrity. Pictures are included to document the condition.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

With the addition of the left turn lanes and the new traffic signal, the accident rates at the intersections along Columbia Parkway from Delta Avenue to Tusculum Avenue will be reduced. These improvements will have moderate importance to the safety of the public of the service area. Refer to accident data and summary for documentation.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

No measurable impact.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 River Road Improvements – Dart Street to Illinois Avenue

Priority 2 Madison Road Rehabilitation – Edwards Road to Brotherton Road

Priority 3 Columbia Parkway Improvements – Delta Avenue To Tusculum Avenue

Priority 4 Red Bank Expressway / Duck Creek Road Improvements

Priority 5 Vine Street Rehabilitation – Erkenbrecher Avenue To Mitchell Avenue

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

The project will directly secure significant new employment. AL Neyer Inc. has planned to purchase property once the City of Cincinnati commits to road improvements on Columbia Parkway. The new development will create approximately 160 new jobs. Attached is a letter from the developer, AL Neyer Inc., with more details.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 29 of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Municipal Road Fund Application – Columbia Parkway Improvements

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The improvement project will provide for partial future demand in the area. The widening of Columbia Parkway will provide for an exclusive left turn lane into the entrance of the proposed development parcel along with Hoge Avenue in the opposite direction. There has been a history of accidents occurring at this intersection, which the new traffic signal will alleviate. Additionally, left turns to and from McDowell will be restricted by the raised island installation. The widening at Stanley is also for the installation of exclusive left turn lanes, which will allow for the removal of the no left turn restriction. It needs to be noted that a traffic impact study is being done by the Developer's engineer but has not been completed in time for inclusion with this application. A prior study for a similar type of development at this location is included and shows that the existing LOS of Hoge and Columbia is F, and after the signal installation, the LOS raises to C. We expect a similar result from the new study along with a similar improvement to the LOS at Stanley.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS F

Proposed LOS C

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

- 10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 6

- a.) Are preliminary plans or engineering completed? Yes _____ No X N/A _____
- b.) Are detailed construction plans completed? Yes _____ No X N/A _____
- c.) Are all utility coordination's completed? Yes _____ No X N/A _____
- d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No X N/A _____

If no, how many parcels needed for project? 2 Of these, how many are: Takes _____

Temporary _____

Permanent 2

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 10 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The improvements will have a major impact on the infrastructure of the area. Columbia Parkway, State Route 50, is a major multi-jurisdictional route that connects the east side of Cincinnati to the Downtown area and provides a direct connection to Interstate 75 & Interstate 71.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban.

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 24,113 X 1.20 = 28,935 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional \$5.00 License Tax X

Infrastructure Levy X Specify type Dedicated Portion of City Earnings Tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 18 - PROGRAM YEAR 2004
PROJECT SELECTION CRITERIA
JULY 1, 2004 TO JUNE 30, 2005

NAME OF APPLICANT: CINCINNATI

NAME OF PROJECT: COLUMBIA P. Way Widening

RATING TEAM: 1

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

*many patches
cracks, potholes
utility work has
occurred, joint failure
ride very poor*

Appeal Score

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

see A14.

Appeal Score

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

5) Will the completed project generate user fees or assessments?

Appeal Score

10 - No

0 - Yes

6) Economic Growth - How the completed project will enhance economic growth (See definitions).

Appeal Score

10 - The project will directly secure significant new employment

7 - The project will directly secure new employment

5 - The project will secure new employment

3 - The project will permit more development

0 - The project will not impact development

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

0 - Less than 10%

10%

8) Matching Funds - OTHER

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

2 - 10% to 19.99%

1 - 1% to 9.99%

0 - Less than 1%

20% MRF

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

Appeal Score

10 - Project design is for future demand.

8 - Project design is for partial future demand.

6 - Project design is for current demand.

4 - Project design is for minimal increase in capacity.

2 - Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 - Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16

3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16

0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

DNDUM 612F 12M OF 1111

10 - Major impact

8 -

6 - Moderate impact

4 -

2 - Minimal or no impact

Appeal Score

8

Acute w/one

US 50
but connectors
w/ freeway dist. away
Trucks are BAKERS
INTERSTATE 170K- WIS
2- : NOZ A TRUCK
NOW
UICQUE 11
FAN STATAW

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

28,935

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

\$5

LEVY

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.